

Hon. W. D. Marcy

WILLIAM J. YATES, Editor and Proprietor.

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r | a county, the first in territory, the third in

population and paying one third of the portion of the tax of the whole State, thus to be neglected thus to be cut off from the rest of the world thus to be commercially damned, is a spectacle for you to contemplate, for me to realize. Refuse us our Railroad, and our town, the ancient emporium of trade, the Palmyra of North Carolina, will arrest the attention of the traveller at a spot once beautiful and prosperous, now a pile of ruin.

But reasons of a national character have induced me to prefer this to any other line of road in the State. It is not only the most central through the State, but it communicates with roads, in case it is extended to Chattanooga which is in direct connection with the Mississippi

grape valley. Not only this, but so soon as the great Pacific road is built, which I believe has already passed one house of Congress, we will find ourselves in direct communication with the Pacific ocean. And as Beaufort and San Francisco are on the same parallel from ocean to ocean, Beaufort will not only be one of the termini of one of the greatest roads, but will become one of the greatest cities in the world. All this might seem too airy, and in fact I think would be loath to believe it myself, were it not derived from the conclusions of some of our profoundest statesmen. It is a matter of history that the insurgents are now essaying to batter down the walls of China, and in the

event they exceed a line of Steam packets will ply directly between China and San Francisco bringing the luxuries and treasures of the great East and pour them into our laps. It will be giving, as Col. Benton says, the last and grandest channel to the eastern trade, which has invariably enriched, time immemorial, every nation through which it has passed. As this is the shortest and most direct line of travel from the Atlantic to the Pacific, all Europe and Asia and the Indies will pass from *world to world* on this route, making the grandest, thoroughfare ever known to the past or dreamed of for the future. Besides, sir, the area of our domain

has been rapidly extended, now extending from ocean to ocean, and may yet embrace the whole continent. In case we were invaded by a foreign foe, the advantages and necessity of this road would be felt in the transportation of troops and the various munitions of war. Instead of its requiring months to arrive at the scene of action, efficient aid might be furnished to our frontier and almost ready relief afforded in a very few days.

But, Mr. Speaker, as North Carolina bids fair to enter largely into internal improvements at this session of the Legislature, I think it behooves us to look well to our resources, and husband them for our future liabilities. We

must necessarily tax the people nearly double, and in some cases more. How, therefore, shall we compensate them? How shall we betterment their condition as a mass, or enable them to meet the exigency? In the first place we must contrive the best possible means for transporting or shipping their produce. Beaufort, I believe, is the best harbor in North Carolina, and therefore presents greater inducements to the shipping interests than any other, as vessels of large tonnage can clear that port with little or no inconvenience. This statement which I hold in my hand has been made by a man of great credit for his accuracy in such matters, will show the many advantages which ships of large tonnage

enjoy over those of small. He compares two vessels, one of 200 the other 1000 tons burden, then, both embarking from and destined to the same port, on a six month's voyage. He supposes the smaller to carry 2000 barrels at 50 cents each—\$1,000, and expenses as follows:

| | | | |
|----------------|--------|------------|-------|
| Captain, | \$1,40 | per month, | \$240 |
| Mate, | 30 | do. | 180 |
| Cook, | 20 | do. | 120 |
| Helmsman, | 20 | do. | 120 |
| Sailor's, two, | 15 | do. | 180 |

Making in all \$840

which deducted from the \$1,000 of freight

leaves only 160 for the entire trip. Take the larger vessel of 1000 tons, which he supposes to carry 10,000 hhls., at 50 cents each, would make \$5,000, which undergoes the same charges of the smaller with the exception of an additional sailor, making \$950, which deducted from \$5,000 leaves \$4,050, showing a decided advantage over the smaller. With such advantages and with such harbor as Beaufort how can we fail to give our people the greatest facilities to get to the most desirable markets?

In the next place, sir, direct importation, which has so materially benefited other States, would be equally so to our own. We have no difficulty most valuable articles to be drawn

other States here, and in fact greater than the majority, yet so torpid in our condition, we never seek to render them available. North Carolina, in my opinion, would act judiciously in the investment of \$10,000,000 in a line of steamers to Liverpool to carry on this direct trade. And why do I say this? Because, sir, it can be demonstrated beyond doubt by any person who will take the pains to calculate, that we are losing 25 per cent. on every dollar's worth of merchandize we consume by not importing directly, or, in other words, we pay to those who do import, 25 per cent for doing it, when we could just as easily do it ourselves.

| | |
|---|----------------|
| His exchange is $\frac{1}{4}$ per cent. | \$1.50 |
| Profits to N. Y. Merchant 25 per ct. | 25.00 |
| Insurance $\frac{1}{4}$ | 1.50 |
| Drayage, | 1.25 |
| Wharfage, | 1.25 |
| Freight, | 3.00 |
| | \$37.50 |

Making in all \$37.50 on every hundred dollars worth of Merchandise we buy in New York.

But say this is too much, that the figures are moderate.

Frankie, yet all the money would be paid to the bank which I can make use of. It will amount to at least \$25 on the hundred for every hundred dollars worth we buy. Taking this for our data, let us see if there is any incalculable benefit it would be to me, to import direct to our own country. According to our best shipping rates according to the best information I have been able to get on the subject, we import into North Carolina annually about \$50,000,000. Now if we save \$25 on every hundred or one-fourth, we would therefore save one-fourth of \$50,000,000, that is \$12,500,000. That is, if we were to ship this direct to North Carolina instead of shipping it to New York first and